

## OLD ZEB WHITE

He Tells a Story About a Cantankerous Man  
By M. QUAD  
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"There was sum purty bad men around here jest arter the wah," said Zeb White, the possum hunter of Tennessee, as he got his pipe alight one evening on the dooresteps. "Mebbe the wust critter of the lot was named Tom Smith. He didn't hev no family, but jest sorter hung around at the co'nors. He was powerful on the brag, but he could fight fur all that, and bimbe everybody got skeered o' him. He went about with a chip on his shoulder and blood in his eye till sum men moved away to git clear o' him. Fur sum reason he didn't bother me for a long time, but one day when I went down to the co'nors to sell sum possum pelts Tom was outer sorts and opened on me. He looks at me a long time with a glare in his eye. Then he throws down his hat and jumps on it and yells:

"Whoopie! Zeb White, behold the jumper from Jumpsville! I'll bet my rifle agin them possum pelts I kin out-jump yo' by six inches. If yo' ar' a man with legs under yo' cum out and try on me!"

"I seed he was tryin' to pick a quarrel," said Zeb, "and so I talked soft to him and tried to git away."

"I was in mighty pore health," explained Zeb, "and no match for such a man, and so I had to crawfish. Everybody said I orter shoot him down, but I couldn't shed blood that way. It hurts me to this day to remember that I went home like a whipped cur, leavin' that critter cower over me, but my mind was made up to tackle him as soon as I felt like a man ag'in. When I got home I was cryin', and the old woman sez to me, sez she:

"Zeb, has the wah broke out ag'in?"

"No."

"Then what's the matter?"

"I've bin bluffed."

"Dye mean that Tom Smith has crowed over yo'?"

"That's jest what he has, and I'm so pesky weak in the knees that I had to git away from him."

"Jest bidd yo' down, did he?"

"He did. It's the first time in my life I ever crawfishd fur any human critter."

"Reckon it is, Zeb. I know how yo' feel. But yo' couldn't help it. If yo' tackled him he'd hev broke yo' in two. I'll go right at it and nurse yo' up, and in fo' weeks yo'll be fitten to whop Tom Smith till he can't hoot. If yo' haint, I'll put on yo' clothes and whop him myself."

"I felt better arter that," said Zeb, "though I couldn't get over the hurt to my feelin's. One evenin', about two weeks arter the fuss and when I was gainin' on it, but not feelin' much better, I was sittin' right yere when I cotched sight of a bar across the road by them rocks. Plenty of bars around yere them days, as nobody had been home to kill 'em off. About the time I cotched sight of the bar Tom Smith showed up. Tom saw me a-sittin' yere, and he stopped right by that tree and throwed down his hat and yelled, 'Zeb White, ar' that yo' a-sittin' thar?'"

"It ar'."

"Do yo' call yo'self a man?"

"Not a well man. If yo'll gin me fo' weeks mo' I'll run yo' outer the kentry."

"Waal," sighed the old man, "he talked that way till I got mad and riz up to go, but jest as I did so that bar waltzed across the road on his hind feet and fetched him a cuff which knocked him ten feet. Tom thought I'd got out thar without his seein' me, and he was tickled to death as he riz up and went fur the bar. We heard him sayin':

"Zeb White, I said yo' wasn't a man, but I take it all back. I didn't believe yo' stand up to me, and my heart was nigh breakin'."

"I reckon Tom must hev bin half drunk not to know a bar from a man, but he thought it was me fur shore, and he soon had a surprise party on hand. The bar didn't seem hankerin' arter meat, but he did want sum fun. The bar knocked him down and rolled him about a dozen times, and he got many a good lick in on the bar, but at length the fust was over, and Tom Smith was a whopped man. He hollerd out that he'd got plenty, and I reckon it was the same with the bar, as he suddenly made off into the woods. When Tom got over bein' dazed he got up and said to me:

"Zeb White, I'm a-beggin' of yo' pardon. I thought yo' was a coward and didn't stand up to me, but yo've whopped me in a fair fight."

"Was he badly used up?" I asked, as the story seemed to be finished.

"He hadn't skassy a bit o' clothin' left on him," replied Zeb, "and he was bruised and bites and claw marks from head to heel. I reckon he might hev got well from them, but his heart was broke. He knowed I was in poor health, and when he realized that he'd bin whopped by a sick man he took to his bed and died in two weeks. He sent fur me the day he died, and an hour befo' he breathed his last he reached for my hand and whispered:

"Zeb White, I can't make out how yo' did it, but yo' din make me holler fur the first time in my life, and I'm prayin' fur death to cum. I've kindey thought yo' might hev had buzzards fastened to yo' hands and feet, but that wouldn't be agin yo', and I heer no grudin. Goodby, Zeb. I hope to meet yo' in the 'other land and hev another bout to see who ar' the best man."

Max Adler Dead.

Philadelphia, Aug. 11.—Charles Herbert Clark, who wrote under the name of Max Adler, died yesterday at Eagleswood, Pa. He was widely known as a writer of humorous books and short stories. He was also an authority on tariff matters. Mr. Clark was a native of Philadelphia, and was born there, where he lived. He was 55 years of age.

## PEACE ONLY ON ALLIES' TERMS

British Press Is Angry over Von Bethmann-Hollweg's Suggestion

## WAR TO GO ON UNTIL BELGIUM IS RESTORED

German Chancellor's Statement "Masterpiece of Impudence," One Comment

London, Aug. 11.—The allies will fight to the finish and make peace only on their own terms.

This was the general tone of the angry comments that came from the British press yesterday on the message sent to the United Press Monday by the German chancellor, Dr. von Bethmann-Hollweg, regarding the terms on which the kaiser would consent of peace negotiations.

Bethmann-Hollweg's statement was published in full throughout England. All the papers gave it prominent display, some even subordinating the war news and making the German chancellor's message the most important news of the day. The majority of the London papers, in addition, carried lengthy editorial comments, expressing indignation at what they termed the "impudence" of Germany's proposals.

The Daily Telegraph in a column editorial said in part:

"Bethmann-Hollweg's formula was intentionally so conceived as to cover anything from the lowest terms Germany considers she could make without owning herself beaten to the utmost limits of extortion. This will scarcely commend itself to neutral influences seeking the basis for pacificatory action in definite and just terms."

"Bethmann-Hollweg's difficulty is indeed hopeless. He knows neutral opinion is generally immovable on one point, viz.: The relinquishment of Belgium territory and full compensation to Belgium. He also knows that the ruling classes in Germany, especially the now omnipotent military caste, would regard abandonment of Belgium as an admission that Germany's appalling and ruinous losses were incurred in vain."

"The plain truth is that Germany cannot propose any peace which neutrals could approve. The allies are fighting to secure justice, liberty, and exact retribution. Unless Germany will yield these points voluntarily, the peace she gets in the end will be such as seems just and politic to her conquerors. The making of peace overtures is a hopeless task for a government which proved to the world that its pledged word is a thing of nought."

\$200,000 LOST

IN 3-MAN PLOT

An Express Company Robbed of Vast Amount of Merchandise and Three Men are Under Arrest—One an Employee.

Chicago, Aug. 11.—With three men under arrest here yesterday, one of whom is said to have confessed, detectives for the Wells Fargo Express company claim to have uncovered a system of thefts through which the company has been robbed of merchandise totaling nearly \$200,000.

The men under arrest are Frank Wilson, who is alleged to have disposed of the stolen goods; Benjamin Watkins, an employee of the express company, and a man known to the police only as the "mysterious man," who is said to have traveled under as many as twenty aliases.

Watkins was employed by the United States Express company, which was absorbed by the Wells Fargo more than a year ago. For eleven years previous to that time, detectives said, the United States company had been losing an average of \$2000 worth of goods a month. Watkins remained in the service when the United States company was absorbed.

Packages containing valuables would be wrapped into one large parcel by Watkins, it was charged and addressed to the "mysterious man" at some suburb of Chicago, where it would be claimed by him under the alias which happened to be on the label.

TROOPS GUARD TEXAS TOWNS.

Cavalry Patrols are Stationed Along Railway Near Brownsville.

Brownsville, Tex., Aug. 11.—Cavalry patrols are stationed along the railway near here and on the Alice stage route, while four infantry companies are protecting Harlingen, San Benito, Sebastian and Raymondville from Mexican raids.

Reports early yesterday indicated that the situation was quiet. The Yarrin ranch property was under special guard Monday night, while ten infantrymen were sent to Kingsville.

Had Lung Trouble and Expected to Die

The many recoveries brought about by Eckman's Alternative are attracting wide attention. Read about this case:

"I was taken sick in November, 1908. I grew steadily weaker and lost sleep and appetite. The doctor was the worse for me. I was in bed for three months. My physician had tried most all kinds of treatment and none did me any good. He asked me to read Eckman's Alternative. I was in bed from November 30, 1908, until February 25, 1909, and was thought dying several times. Today I am healthier and stronger than ever." (Abbreviated.)

(Signed) W. H. H. BENTLEY.

Eckman's Alternative is most efficacious in bronchial catarrh and in whooping cough and pertussis and in building the system. Contains no harmful or habit-forming drugs. A perfect substitute for cod liver oil. Price, 25 cents. Sold by leading druggists. Write for booklet of recoveries.

Richman Laboratory, Philadelphia

## WOMAN WOULD NOT GIVE UP

Though Sick and Suffering; At Last Found Help in Lydia E. Pinkham's Vegetable Compound.

Richmond, Pa. — "When I started taking Lydia E. Pinkham's Vegetable Compound I was in a dreadfully rundown state of health, had internal troubles, and was so extremely nervous and prostrated that if I had given in to my feelings I would have been in bed. As it was I had hardly strength at times to be on my feet and what I did do was by a great effort. I could not sleep at night and of course felt very bad in the morning, and had a steady headache."

"After taking the second bottle I noticed that the headache was not so bad, I rested better, and my nerves were stronger. I continued its use until it made a new woman of me, and now I can hardly realize that I am able to do so much as I do. Whenever I know any woman in need of a good medicine I highly praise Lydia E. Pinkham's Vegetable Compound." — Mrs. FRANK CLARK, 3146 N. Tulip St., Richmond, Pa.

Women Have Been Telling Women for forty years how Lydia E. Pinkham's Vegetable Compound has restored their health when suffering with female ills. This accounts for the enormous demand for it from coast to coast. If you are troubled with any ailment peculiar to women why don't you try Lydia E. Pinkham's Vegetable Compound? It will pay you to do so. Lydia E. Pinkham Medicine Co., Lynn, Mass.

MYSTERY IN BIG GOLD SHIPMENT

No One is Found Here Who Will Explain Consignment from Great Britain to J. P. Morgan & Co.

Bangor, Me., Aug. 11.—Guarded by a score or more heavily armed men, a special train of seven steel baggage cars, said to contain a large amount of gold en route from Halifax for New York, passed through this city yesterday. None of the guards left the train during the brief stop here and railroad officials maintained the greatest secrecy regarding it. A pilot train preceded the special by about ten minutes.

Considerable mystery surrounds the shipment from England to this country of a large amount of gold, the sum being variously estimated at \$15,000,000 to \$25,000,000—one rumor put it at \$100,000,000. The gold, which probably takes the form of American eagles, was transported at Halifax, to which port it was taken by a British steamer, presumably under government convoy, and forwarded to this city by special train.

J. P. Morgan & Co. are the consignees, but the bankers refused to give any information regarding the transaction, stating that such details ought to come from London, where the shipment was arranged in response to the extraordinary exchange conditions between that centre and this city.

At the sub-treasury it was admitted that a request had been received to take care of a large amount of gold now on the way from Canada, but the sum involved was not known. The American Express company, which has charge of the gold from Halifax to this city, declined to give any particulars of the shipment on the ground that such a course would be unwise at this time.

Morgan & Co. are the financial representatives of the British government in this country, and in certain quarters it was said the gold will be used to liquidate debts accruing from contracts made by the British government for the purpose of war munitions here.

Demand sterling furthered the depreciation of the opening of yesterday's foreign exchange market, declining to 4.75%, but later advancing to 4.76%.

Burial of Executed Criminals.

The squall Becker case has had a final incident so revolting to every proper sense of public decency that it should serve as occasion for a legal provision that hereafter the bodies of executed criminals in this state shall be buried by the authorities within the prison walls.

This is the uniform practice in England and in most continental countries. The custom here of giving back the body to relatives of the dead criminal has caused, particularly within recent years, public funerals which have been not less than public scandals. The great outrage contemplated in the libelous inscription placed on Becker's coffin may well mark the end of such offensive practices.

Not since Carlyle Harris paid his penalty has so great an affront been offered to justice, but such disgusting performances have occurred as the placing of the dead bodies, properly forfeited to the state, on exhibition by undertakers, who charge an admission fee for the green-room privilege. The most outrageous abuses have grown out of a mistaken impulse of kindness toward the families of these criminals, until a climax of indecency has been reached. At present public opinion stands in serious need of a strong tonic. One cannot avoid an expression of deep regret that prison officers and men of some distinction in the legal profession should have seemed to forget their own dignity and that of their quasi public positions in the course of this extraordinary case.

It is evidently the duty of the state of New York to impart certain wholesome instruction to a public which shows such lamentable ignorance of the fundamental principles of law and order. — New York Evening Sun.

GRANITEVILLE

Meeting of branch No. 12, G. W. L. U. of N. A., will be held in the system hall, upper Graniteville, Wednesday evening, Aug. 11, at 7:30 o'clock. Business of importance. All members be present. P. J. Finnigan, secretary.

## LEASED LINES' AID ASKED

Passing of Dividends to Re-habilitate B. & M. Railway

## SLIGHT REDUCTION WOULD YIELD PROFIT

1915 Deficit \$334,000; Dividends to Leased Lines \$3,375,000

Concord, N. H., Aug. 11.—New Hampshire interests in the leased lines, apart from those who are conducting negotiations with the Boston & Maine, will insist that an alternative proposition providing for a reduction of rentals be submitted to the stockholders of the leased lines when the bill allowing consolidation is sent to the governor. The proposition is that the leased lines forego their dividends for four or five years or submit to a 20 per cent reduction of dividends for the same period. This position has been taken by the members of the judiciary committee of the New Hampshire legislature, before whom any bill will come in the event of a special session.

At the hearings before the judiciary committee of the New Hampshire legislature, Judge James W. Remick and Clarence E. Carr as trustees of a large block of Concord & Montreal railroad stock offered this alternative proposition to the Boston & Maine plan of consolidation of the leased lines. The directors of the leased lines with the approval of the stockholders now have power to vary their contract with the Boston & Maine to suit themselves.

GEORGE FITCH DEAD.

Was Familiar to Readers For His "Siwash Tales."

Berkeley, Cal., Aug. 11.—George Fitch, the author of "Siwash," died at a sanatorium here Monday, having failed to rally from an operation for appendicitis performed the day before. Mr. Fitch was taken ill Saturday. He had been visiting his sister, Miss R. Louise Fitch, a student in the University of California.

George Fitch was one of the best known of the younger school of American humorists, and for a number of years had enjoyed an ever-growing audience for his stories of Siwash college and refractory automobiles and motorboats and his pithy "Vest Pocket Essays."

He was born June 5, 1877, at Galva, Ill., the son of Elmer Eli and Rachel (Helgesen) Fitch. In 1897 he was graduated from Knox college at Galesburg, Ill., where he not only made a good record as a student but got the inspiration for his "Siwash" tales.

He began his newspaper career in 1897 on the Galesburg Evening Mail and then went home to edit the Galva News. After a session at Madison, Ill., he served the Council Bluffs (Ia.) Nonpareil from 1902 to 1905 as a special writer, and began to specialize in the humorous paragraphs that made him famous locally.

His last newspaper was the Peoria (Ill.) Herald-Transcript, where he was both managing editor and a feature writer, and where his fame became more than local. In 1912 he went to the Illinois House of Representatives as a Progressive, and since that he had written for magazines and newspaper syndicates.

His books are "The Big Strike at Siwash," "At Good Old Siwash" and "My Demon Motor Boat," but he had written a quantity of uncollected magazine fiction and fun and some hundreds of "Vest Pocket Essays." He married October 5, 1904, Miss Clara Gattrell Lynn of Kansas City, Mo.

TO REPORT ON DISASTER.

Redfield To Lay Findings in Chicago Tragedy Before President Wilson.

Washington, Aug. 11.—Results of the department of commerce investigation of the Eastland disaster at Chicago, with a report on demands for changes in the steamboat inspection service, will be laid before President Wilson by Secretary Redfield, who conducted the inquiry.

Mr. Redfield has resumed his vacation at Woods Hole, Mass., taking with him the record of the investigation and a partial report recommending changes in the navigation laws and inspection regulations. He probably will go to Cornish, N. H., soon to ask the president's advice before taking further steps.

Solicitor Thurman of the department of commerce and General George Chiles, chief of the steamboat inspection service, who assisted the secretary at Chicago, returned to Washington Monday. They said the inquiry had been discontinued because necessary witnesses were under subpoena by the federal grand jury and that the resumption of the department's activities would depend upon Secretary Redfield.

FOUND DEAD IN HOTEL ROOM.

T. L. Griffin of Troy, N. Y., Was a Visitor in Peabody.

Peabody, Aug. 11.—T. L. Griffin, head of the firm, Griffin & Co., stationers at Troy, N. Y., was found dead in bed at his home at Hotel Peabody yesterday morning. Death is thought to have resulted from natural causes. Mr. Griffin has been coming here regularly on business trips for several years. He was 35 years old. The remains will be sent to Troy.

HORLICK'S

The Original Malted Milk

Unless you say "HORLICK'S" you may get a Substitute.



## A New Motor Car Day Has Dawned

—and the great Standardized Factory again has come to the front with the right car at the right time—the improved 1916 Cole Eight, which measures up to the latest motor car requirements.

People demand less gear shifting, less weight, more power, more beauty and more luxury. They want a car so competent that it will deliver any reasonable speed without an effort.

A car must float, instead of labor over the roads. It must play at its work, instead of work at its play. It must be silent, vibrationless, and while its motor must have "get-away," the brakes must be more powerful, silent and absolutely equalized. On the country roads there must be no swerving about—no bouncing of the rear wheels.

No car can do all this, you may say. But before you make the statement, take a ride in a Cole Eight.

And best of all it carries the Cole nameplate, and back of that is the Cole guarantee of standardized perfection—a distinction of which thousands of satisfied Cole owners are becoming prouder every day.

Cole Eight weighs less than 3,500 pounds, develops 70 horsepower. It has the direct drive and helical bevel gears. Wheelbase is 126 inches. Seven people find abundance of room in its loungy depths.

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COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.

Builders of the Standardized Car

A Demonstration on Request.

## LANE MANUFACTURING COMPANY

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## LESS LIGNITE PRODUCED.

But It Was Greater in Value in the United States.

Graphite or plumbago is a form of carbon that is used chiefly for manufacturing crucibles, lubricants, foundry facings, and stove polishes and that is the principal constituents of the misnamed lead pencil. The United States is a large consumer of the several kinds of graphite but only a moderate producer, much of the graphite used in this country being imported from Ceylon and Mexico. Relatively large quantities of amorphous graphite are, however, manufactured at Niagara Falls.

The graphite industry in 1914 was somewhat affected by the war, which after October practically stopped the importation of graphite from Ceylon and Madagascar into the United States until the close of the year. The larger American dealers had a reserve stock on hand, so there was no serious shortage during November and December, and since then trade has so adjusted itself that Ceylon graphite now comes into this country by way of London. In spite of the disturbed conditions in Mexico, the imports of graphite from that country nearly equalled those for 1913.

Two uses for graphite wherein there have been great gains are in its application to automobile lubrication and as

a boiler preparation to loosen "scale." It is also being used largely as a coloring material and filler in the manufacture of gray to black paper, pasteboard, and textiles.

According to Edison S. Bastin, of the United States geological survey, the production of natural graphite in 1914 in the United States amounted to 4,336 short tons, valued at \$324,118. Of this quantity, 1,725 tons were amorphous, valued at \$38,750, and 2,611 tons were crystalline, valued at \$285,368. The greater part of the crystalline graphite—the "flake" variety—was produced in New York, Pennsylvania, and Alabama. A small quantity of crystalline graphite was produced in Montana. The entire output of natural graphite in 1914 showed an increase in value as compared with that of 1913 but a slight decrease in quantity. The lessened production was due to the fact that the output of low-grade amorphous graphite did not reach the figures for 1913. The production of manufactured graphite in 1914 by the International Graphite company, of Niagara Falls, was 10,455,139 pounds, or 3,228 short tons, valued at \$808,580. This is an average price of \$64.68 per ton.

Delcasse and the Kaiser.

France is ably served at the foreign office by M. Delcasse, and all the more irritating is his presence there to the German emperor. In 1894 Delcasse defeated the emperor in diplomacy, and now is taking a prominent part in the endeavor to defeat him in war. It was Delcasse more than any other who shut German influence out of Morocco. In April, 1904, he concluded an agreement with the British government by which the latter recognized the right of France to preserve order in that country, and to provide assistance for the purpose of all administrative, economic, financial and military reforms which it might require. In the following October he concluded a similar agreement with Spain.

Germany's dissatisfaction with these acknowledgments of French authority in Morocco, without consultation with her, led to strained relations, and caused the resignation of Delcasse, which the French cabinet never tamely accepted. A further consequence was the international conference at Algiers in January, 1906, where Germany presented her objections. She gained nothing. Many small regulations for Moroccan administration were made, but the position of France as the controlling power remained international ratification. A French protectorate was instituted in 1912 by a Franco-Moroccan treaty, and a year later the German government gave its assent to this treaty without reservations. Thus Delcasse's diplomacy was fully justified. In the interval it cost him years of retirement, but France has gladly reinstated him as a competent adversary of the kaiser.—Boston Herald.

How to Sell Farm Products in Great Cities.

In the current issue of Farm and Fireside, the national farm paper published at Springfield, Ohio, Herbert Quick, the editor, advises farmers to study the trains carefully, if they want to get the best results in selling their products in great cities. Mr. Quick says:

"The wholesale produce market of New York City begins operations at midnight. Most of the sales are over by 6 a. m. Produce arriving after 6 a. m. cannot be sold until the market opens the next night. In the meantime, it may go far toward being spoiled."

"Similar conditions exist in most markets. Shippers should find out about these things, and load on trains which will land the produce at the proper place at the right time."

"A night trip to the station may make all the difference between profit and loss. A person making a personal journey to the city always finds out about the time of arrival and starts accordingly. A consignment of produce is often of much more consequence than a bit of personal inconvenience."

FINE RASH ON BABY'S CHEEK

Itched and Burned Awfully Behind Ears. Was Fretful and Scratched. Used Cuticura Soap and Ointment. Baby's Face and Head Well.

Frankfort, Me.—"When my little baby got two months old her cheeks began to break out in a little rash and kept getting worse. At the edges of her hair and behind her ears seemed to itch and burn awfully. She would wake up out of her sleep and cry and rub her face until it would bleed. As time it seemed to go on under the skin, then it would break out just like a burn. The skin would scale up and peel off. She was fretful and scratched."

"I was given two kinds of ointment and I also used others old without success. I saw an advertisement of Cuticura Soap and Ointment in the paper and sent for a free sample. When I had used them with a large cake of Cuticura Soap and some Cuticura Ointment baby's face and head were well." (Signed) Mrs. Claude Cox, October 25, 1914.

Sample Each Free by Mail

With 25-c. Size Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.